THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.V. CHANDRASHEKARA MURTHY): (a) The Government intends to bring out a White Paper on the status of India's foreign debt, including the debt position as on March 31, 1995.

(b) The White Paper on foreign debt is expected to be made available in November, 1995.

Dispute between air hostesses and co-pilots of Indian Airlines

219. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the facts relating to the dispute between the air hostesses and co-pilots of the Indian Airlines;

(b) what is the number and names of air hostesses who are getting higher pay than co-pilots, what is the number and names of such co-pilots with length of their services as compared to air hostesses and what are their main demands;

(c) how Government propose to resolve the issue involved;

(d) to what extent the action of the co-pilots has caused inconvenience to the public and loss to the Indian Airlines; and

(e) what steps Government have taken to check recurrence of such incidents in future?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Commercial Pilots' Association (ICPA) had raised a demand that the cabin crew's scale of pay should not be higher than that of co-pilots as this would interfere with the chain of command on board the flight. According to the Operations Manual, cabin crew are under the functional control of the commander and in his absence, the co-pilot. Although the basic pay of some senior cabin crew members could be higher than that of the co-pilots, the gross emoluments of a copilot are always higher compared to that of cabin crew. Further the salary earned is not the deciding factor for operational control.

(b) The requisite information is given in the Annexure. [See Appendix 174, Anncxure No 10.]

(c) to (e) Bilateral discussions are held to arrive at an amicable settlement and the Chief Labour Commissioner is also consulted, whenever necessary. Following discussions with the Indian Airlines management and the Chief Labour Commissioner, the ICPA has agreed to keep in abeyance the directive issued by them to the pilots. A contingency plan has been drawn up by Indian Airlines to deal with strike threats. Wherever ICPA members refused to operate the flights, services were maintained to the extent possible by deploying executive pilots. The estimated loss due to the pilots' agitation during the period 8.6.95 to 26.6.95 is about Rs. 42 lakhs.

Indian Airlines Management has shown its willingness to discuss reasonable demands of the employees while maintaining its resolve not to accede to totally unreasonable demands. This is expected to have a salutary effect on industrial relations in future.

World Bank funds for infrastructure

220. SHRIMATI KAMLA SINHA: Will the Minister of FINANCE be pleased to state:

(a) whether India has sought for more World Bank Funds for infrastructure;

(b) the achievement made in this regard by the Indian delegation led by the Finance Secretary; and